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Continued from Page 19

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owned by William TONKIN of 26  
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Signed: Michael James Little  
14th August 1978

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## Cook keeps crew happy

THE Icelandic fishing vessel *Jon Helgason*  
recently docked at Fleetwood and her ship's  
cook turned out to be a shapely 17-year-old  
girl.

Sirry Gardarsdottir, an Icelandic student,  
took the job during a break in her studies.  
She did the cooking for the vessel's seven-  
man crew and was looking forward to get-  
ting her full share of poundage when *Jon*  
*Helgason* returned to Iceland.

There were, said Skipper Stefa  
Arngimason, no problems about an attrac-  
tive young woman being in the small  
trawler with seven ship mates.

## Tory priority

THE CONSERVATIVE party made  
another bid in Aberdeen last week to  
reassure fishermen that it would be  
defending their interests in the EEC if  
elected to govern.

Shadow Scottish Secretary, Teddy  
Taylor, told a seminar that his party  
would give priority to obtaining an  
honourable and satisfactory agreement  
with the EEC. He added that this would  
form an important part of a Conservative  
election manifesto.

# LINE MEN FEAR HALT ON MACKEREL

CORNISH HAND-LINE fishermen are pressing the Ministry for  
an undertaking that they will not be stopped mackerel fishing if  
the expected influx of big fleets goes over the top on the total catch  
limit. Their fears were raised last week when daily mackerel  
quotas were increased from 3½ tonnes a day to five tonnes a  
per crew member. Although the way has been opened for heavier  
mackerel fishing, the Ministry is understood to be considering  
putting on stop orders if catches get out of hand.

A meeting is being called  
by the Ministry shortly to dis-  
cuss new regulations for the  
south-west mackerel season.  
"We shall be asking of  
officials for a guarantee that if  
fishing is stopped, local  
handlers will be ex-  
empted," Mrs. Daphne  
Lawry, secretary of the Cor-  
nish Fish Producers'

Organisation, told *Fishing*  
*News*.  
Based on the 3½-tonne-a-  
day regulation, Cornish  
fishermen estimate that the  
first five weeks of autumn  
fishing by the visiting fleet  
could produce 100,000  
tonnes. This means that a  
stop order could come into  
force early in the season.

"So far the Ministry has ig-  
nored our demand for  
trawlers over 80ft. to be ban-  
ned inside six miles. The  
livelihoods of small local  
boats are at stake. An un-  
derstanding that we could carry on  
if fishing is halted would have  
little effect on the overall  
stock situation," said Mrs.  
Lawry.

With international scien-  
tists convinced — including  
those from Britain — that the  
mackerel fishery is in strong  
shape, there was some initial  
relief in the south-west that  
the daily catch quotas were  
being continued. However,  
they regard the five-tonne-a-  
day regulation as a virtual  
free-for-all.

The summer mackerel  
season has been one of the  
worst on record for Cornish  
hand-liners and a 10-tonne  
catch has been regarded as an  
outstanding day.

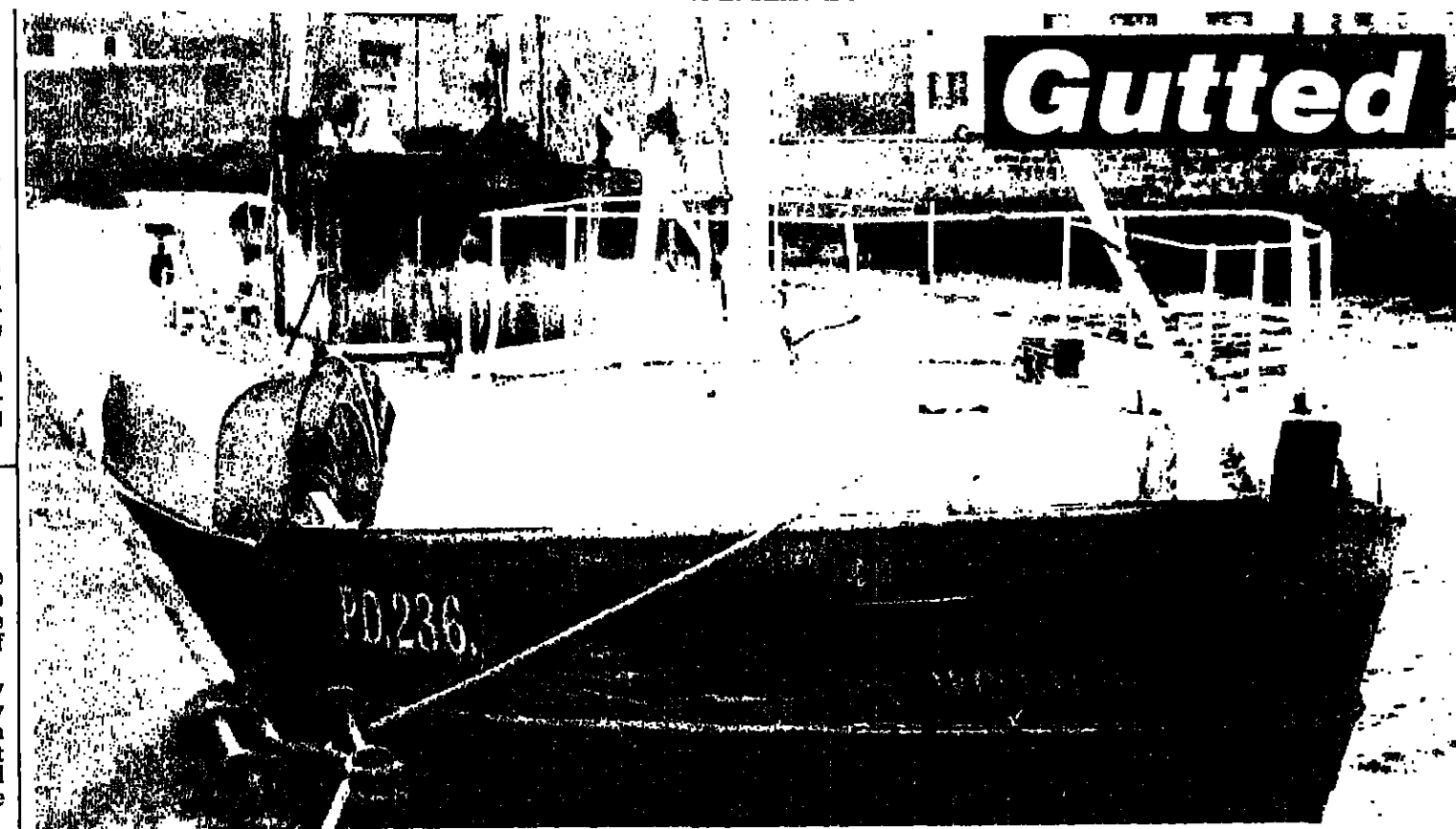
The plans for the poor  
summer fishing has been put  
on extensive trawling right  
through to the late spring.  
The new five-tonne-a-day  
regulation on mackerel came  
into effect on Monday, Cor-  
nish fishermen remain  
determined to stay in the  
area and the

## Boston orders £2.5m carrier

A £2.4m refrigerated  
carrier vessel has been  
ordered by Boston Deep  
Sea Fisheries of Hull to  
transport mackerel to  
Nigeria. Under construc-  
tion at the Cockroft  
Shipyard in Selby, the  
vessel will also be  
chartered out for general  
transport work.  
This will be the first cargo  
vessel ever owned by Boston  
and her main role is expected  
to be on the south-west  
mackerel grounds. Last year  
Boston had freezer ships in

the south-west but hit  
problems in finding  
refrigerated transport to take  
the catches to their markets.

Further plans for the new  
carrier could see her being  
chartered to other mackerel  
exporting firms. When the  
season ends, she will be  
available for any other work.  
The vessel is scheduled for  
completion by the autumn  
next year. So, it is hoped,  
the new ship will be just in  
time for the south-west  
mackerel season.



## Gutted

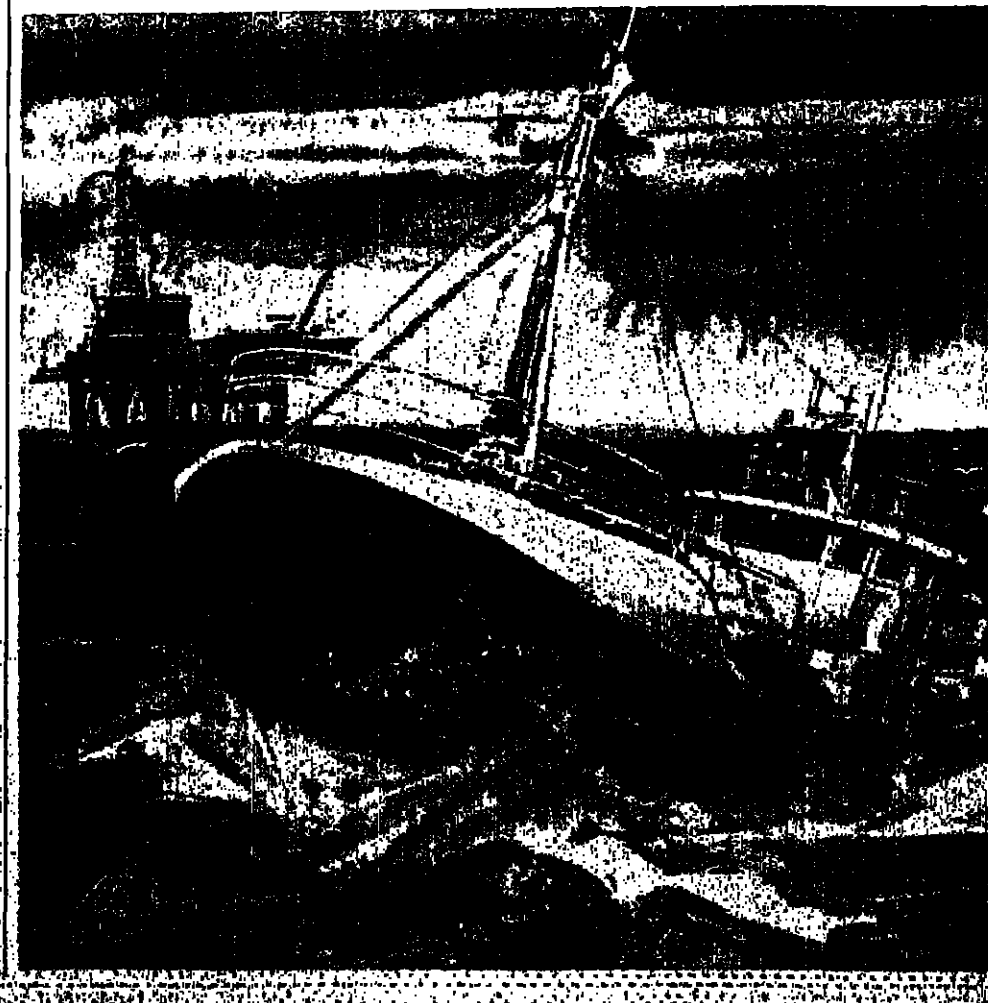
An inquiry has begun into a fire which gutted  
the seiner *Wisteria* on Thursday last week. The  
wooden boat, formerly the Fraserburgh-based  
*Crystal River*, is seen at Peterhead after be-  
ing towed home from 12 miles out. Her eight-  
man crew took to lifeboats and flames were seen  
from the shore. See page three.

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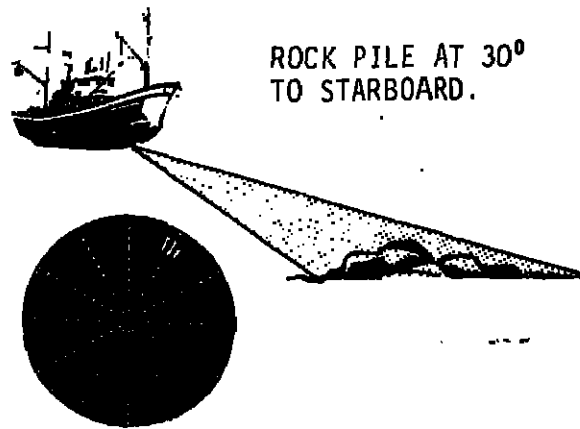
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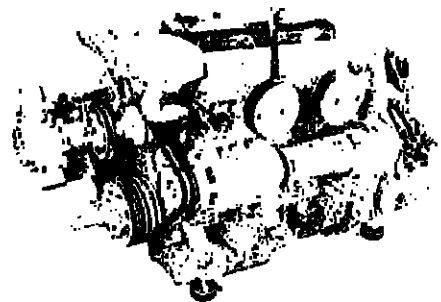
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FISHING NEWS

**ANGRY SPANISH** fishermen were reported to be pulling out of EEC waters this week on orders from their Government. This move was being made in protest against heavy restrictions on Spanish fishing.

Only 12 licences were granted to Spanish vessels which means that over 500 boats have been denied the right to fish.

The boats most affected are from Northern Spain. There has been a strong reaction from Spanish fishermen who have been urging their Government to take a tougher line with the EEC. Government officials maintain that this is impossible because the EEC is divided among its own members on how much fish can be shared out.

Spain regards the present licence allowance as only a temporary measure and is looking for a more permanent and generous agreement. The arrangement with Spain runs until the end of September and covers only anchovy and hake.

In reprisal, Spanish fishermen are asking

their government to close the Straits of Gibraltar to EEC ships and aircraft.

It is claimed that the withdrawal from EEC waters will put three-quarters of the Northern Spanish fleet out of business and affect over one million people if the shore-based side is taken into account.

Another retaliatory measure being considered by Spanish fishermen is the setting up of picket lines to stop

the imports of fish from France, Ireland and the UK — in whose waters the Spanish fish most heavily.

● **TUESDAY.** Some Spanish fishermen were reported to be defying their Government's order to leave EEC waters. This move followed a meeting at the port of Pasajes, in Northern Spain, at which a plan to picket imports of fish from the EEC was voted down.

In Madrid, the Minister of Fisheries said that the Government was considering restricting imports of fish from EEC countries. The Spanish Government has also come up with an offer of unemployment pay for fishermen who have been displaced by the EEC. Some Spanish trawler owners were reportedly have ordered boats fishing in the Anglo-Irish zone to enter French waters.

# 'Drifting no way to catch dogfish'

## COMMENT

THE MOST restrictive era in the history of British fishing is now beginning to dawn. With the shutdown on herring, a further round of controls on mackerel and weekly quotas on haddock expected to be introduced any day now, fishermen are in a noose which, while it may not strangle them, will certainly hamper their operations severely.

While necessary, the new limitations on mackerel are purely a shot in the dark. Not until we know what our share of the EEC's 460,000-tonne overall catch is will Ministry figures for internal regulations have any relevance.

There is still a strong feeling that international scientists are being profligate with mackerel in their assessment of the fishing effort the stocks can sustain. Amid all the talk around the industry that scientists from other countries are under political pressure, our own Director of Research was saying in *Fishing News* last week that the new figure on mackerel was quite valid in the light of "some new information."

We just hope that the scientists have got their sums right and know more about the mackerel than local fishermen who have lived a lifetime with them. If the scientists are proved wrong, they will be responsible for a catastrophe in the British fishing industry which will be even worse than the mistake they made over herring some years back.

As far as the anticipated controls on haddock go, great play is being made by some producer organisations that a Government order will bring into line non-PO fishermen. So it will, but what should not be forgotten is that the POs themselves could not have sorted out the situation even in relation to their own members. They are still wide apart when it comes down to fairly sharing out a diminishing stock of fish.

## fishing news

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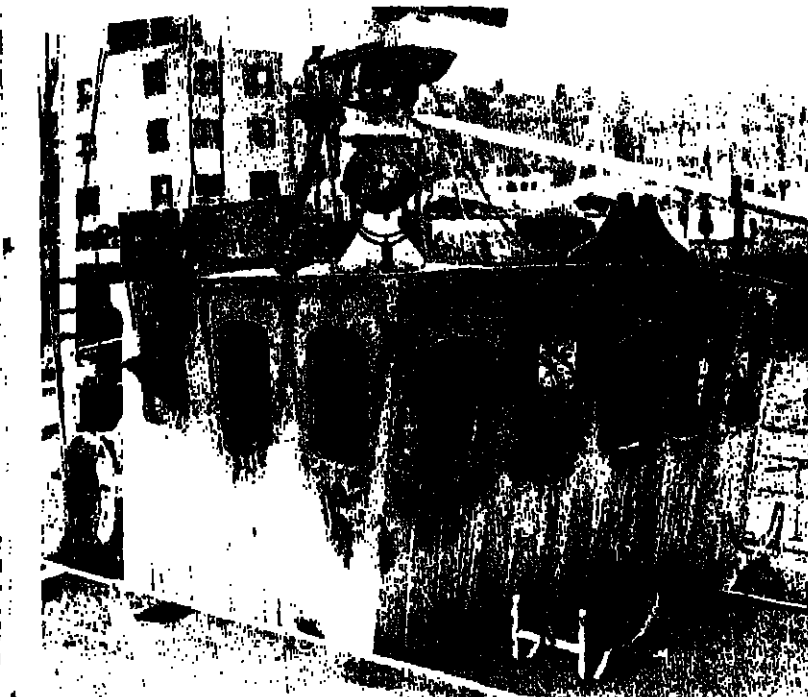
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# Spain may hit back as EEC chops licences

August 25, 1978



Above: the charred and smoke-blackened wheelhouse of *Wistaria* after the fire which started 12 miles off Retray Head. Top right: *Suffolk Warrior* arriving at Peterhead with *Wistaria's* liferafts. Below: the vessel's six crewmen who were rescued by *Suffolk Warrior*.



FISHING NEWS



# SEINER ABLAZE

EIGHT crewmen from the Peterhead seiner *Wistaria* had to take to liferafts when they were unable to fight a fire while 12 miles off Retray Head on their way to the Bergen Bank fishing grounds on Thursday last week.

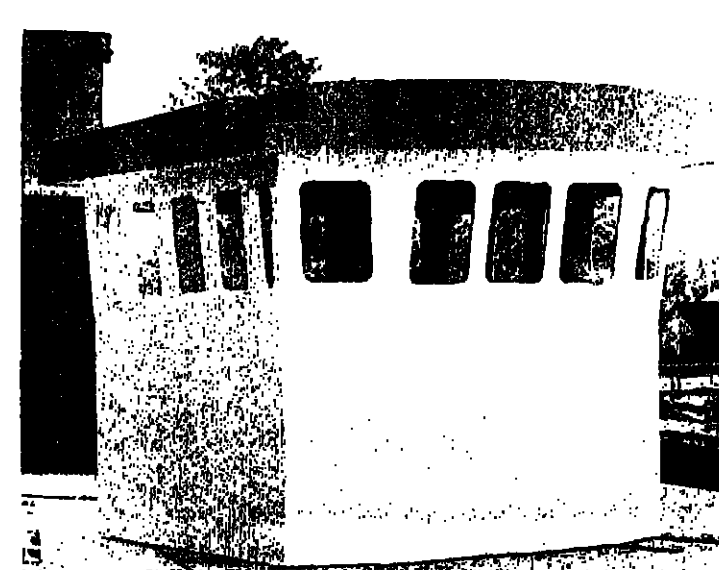
Skipper Philip Buchanan and the mate, Charles Brown, were on one liferaft which was picked-up by the oil related vessel *Fastnet Shore*. Along with a tug, she was able to put out the blaze.

The other crewmen were landed at Peterhead by the rig safety vessel *Suffolk Warrior*, a former trawler commanded by Skipper Ken Billington.

When the fire broke out, apparently in the engine room,

Skipper Buchanan alerted seiner and finally brought the fire under control. They put two men on board *Wistaria* which was towed to Peterhead by *Fastnet Shore*. Formerly the Fraserburgh registered *Crystal River*, *Wistaria* was recently acquired by Skipper Buchanan and his brother, Joseph, who run the fish processing firm of East Coast Traders. It was only the third trip since they took over the vessel which has had much of her equipment renewed.

The other crewmen were Stanley Buchanan (19), the skipper's son; Paul Stewart (21), Slains Court; Ian Grant (20), Ravensraig Road (all of Peterhead); James Rynoch (46) and his son James (20), New *Fastnet Shore*, assisted by a tug, Aberdeen, and Gordon Simpson (28), Fraserburgh.



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The weight of the structure as shown in the photographs is approximately 1600 lbs.

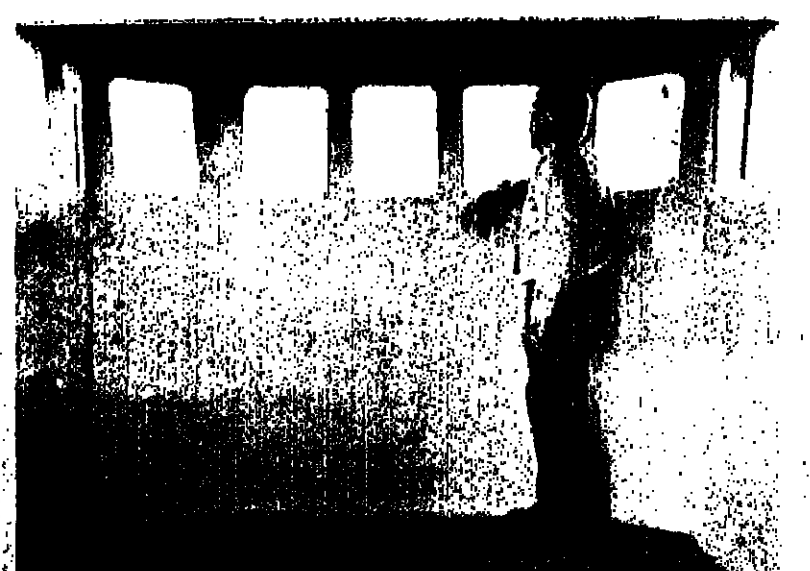
## VERSATILITY WORKBOATS OF RYE

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# fishing news international

August 1978 Vol 17 No. 8  
75p monthly

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## SURPRISE!

Fisheries chief Herman Waddington from FAO — Page 3

## Meal giant sold

Norwegian owners set the world's largest fish meal factory ship — Page 4

## NZ-Japan deal?

Full on exchange for fish and better trade talks could open New Zealand waters to Japan — Page 14

## Research job

West Germany's research ship Wattenberg stays in Argentine waters to study fish stocks — Page 19

## SALMON

Landed in Atlantic, as run after and well as being in Argentina talks. A guide to southern salmon — Page 18

## Boom-time in Canada

Only four years ago Canada's fish industry changed into a world-wide boom. But now it's boom time again as catches and prices rise to record levels — Page 20

## WHICH PATH FOR INDIA?

A deep-sea industry supporting large trawlers or a better deal for the small-scale fisherman? Which offers the best future for India? — Page 22

## 'Autoliner'

Britain's first 'Autoliner' routes history at the port of Strommen — Page 23



# TUNA WAR

**Pacific states challenge US dominance**

IN WHAT could become a classic confrontation of developed and developing countries, Central American states such as Costa Rica, Mexico and Nicaragua are set to challenge the US dominance of the tuna fishery in the eastern tropical Pacific region.

"We have a 200-mile patrol area and we feel that it is the resources in it," Dr. Gabriela Myers of Costa Rica told FNI correspondent William C. Miller in an exclusive interview last month in San Diego.

## POISON SALMON ALERT

THE FIRST suspected outbreak of salmon poisoning in Britain in 23 years has been quickly traced to a 7½ oz can of salmon caught in Bristol Bay, Alaska, and sold by a local fishmonger.

The victims were four elderly people critically ill in hospital after eating the salmon on Sunday, July 30.

Concerns were raised not to contact salmon from the United States until further tests and investigations could isolate the source of the poison. Full report on Page 2.

# YOUR BIGGEST CATCH.

The Volvo Penta diesel for heavy duty operation are designed and built for continuous operation in all types of fishing boats both for coastal and deep sea fishing.

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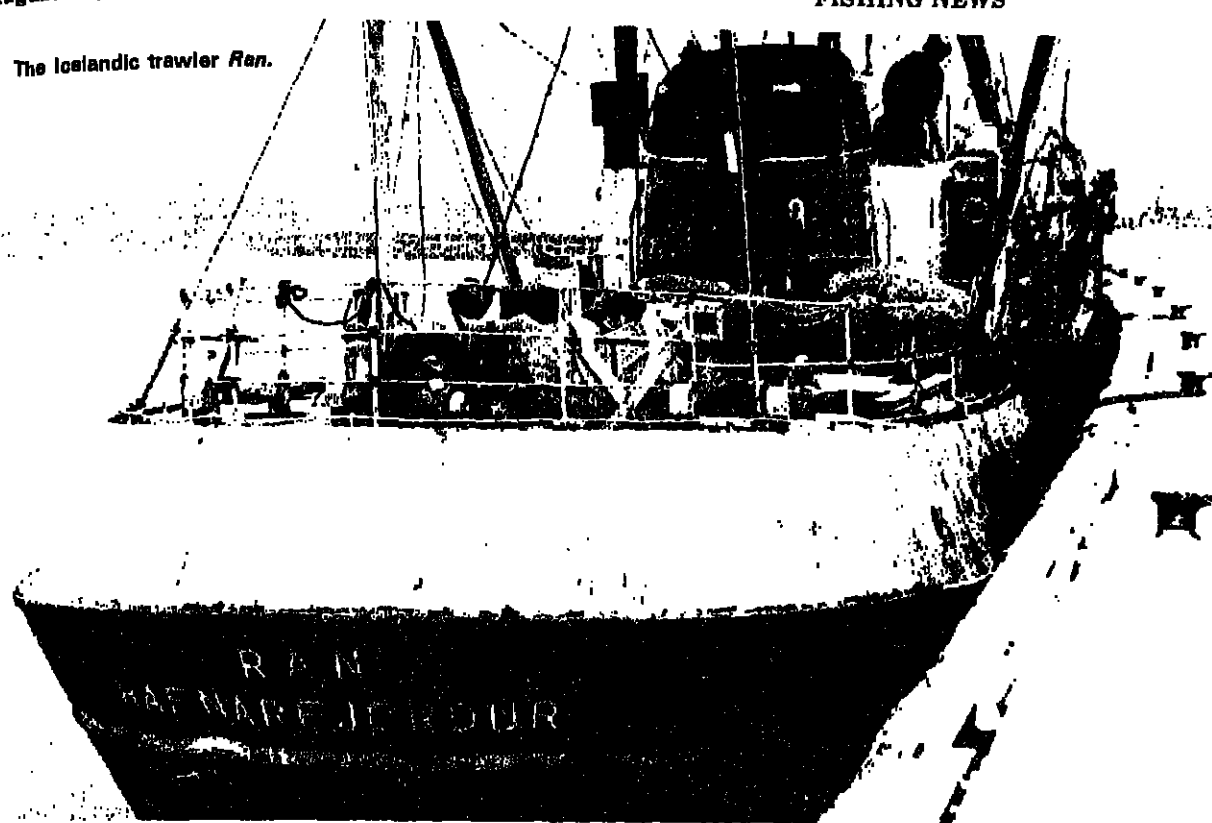
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"Fishing News International" is now a newspaper aimed at keeping its readers well informed on the world scene. FNI runs a fast news service of developments in catching, handling, processing and marketing each month. You can subscribe using the form below and be the first to know what's happening from Alaska to Zambia.

The Icelandic trawler Ran.



THE ICELANDIC trawler Ran — formerly the Grimsby trawler Boston Wellvale — made £75,409 at Hull on Monday for 2,820 kits. It was one of the ship's biggest turnouts ever.

Codstuffs were the main catch and her agent, Boston Deep Sea Fisheries, secured her an average of £29.85 per kit.

She had 1,610 kits of cod which ranged from £30 to £33 per kit and 532 kits of codling which made from £25 to £33.25 per kit.

Other prices per kit included £38/£44.60 (average £40.73) for 170 kits of haddock and £17.60/£20.25 (average £18) for 200 kits of cod.

The vessel also brought 73 kits of redfish of which 14 kits were condemned and 36 kits

# Big trip puts Iceland in the money

were unsold. Boston Wellvale became an Icelandic ship after she ran

## EEC GUIDE TO AID IMPORTS

SOME HELP for fish importers trying to understand the reduction on tariffs for white fish has been published in the form of an Explanatory Note by the EEC.

This is given in Official Journal C174, July 21, 1978, and outlines the reference prices which must be respected before Customs can apply the reduced tariffs to a particular consignment.

The annex to the notice gives the various species, categories and the reference prices in sterling.

Further details of the procedures to be applied for claiming the lower rate of duty can be obtained from local offices of H.M. Customs and Excise.

Advice on the grading of fresh fish can be obtained from the local offices of the Fisheries Inspectorates of the United Kingdom Fisheries Department.

The addresses and telephone numbers of these offices will be found in the telephone directory for the area concerned.

## RUSSIANS WARNED

HARSTED Coastguard reports that the Soviet vessels fishing around Svalbard are not respecting the international regulations on mesh width. The Coastguard has given written warnings to the skippers of all seven vessels boarded and inspected.

The boats will not be arrested but diplomatic protests will be made if the bad practice continues.

About 40 Soviet vessels are taking large quantities of redfish and are not making reports of catches as requested to the Fisheries Directorate.

According to some Barents Sea skippers interviewed in Western Norway, the Soviets are using nets suitable for prawn trawling and taking a high percentage of undersize fish.

## Faroe fish link goes on

SHETLAND processors are continuing to import fish from Faroe as local landings are still low. Last week 1,700 cwt. of fish, mostly cod, arrived from Faroe and sold for £32,482.

Local landings have improved slightly, however, and during the week 95 arrivals landed 16,857 cwt. worth a total of £71,801. As usual the bulk of the local catch was industrial fish — 13,000 cwt. worth £21,000.

# COLLISION-SKIPPERS SUSPENDED

TWO Grimsby middle water trawler skippers were each suspended for three months last week after their vessels were involved in a head-on collision at the beginning of the month.

Skipper John Waddington of BUT's Ross Juno, and Skipper Geoff Colbert of H. L. Taylor's Hondo, were both considered at an inquiry at Grimsby last week to have been partly to blame for the accident.

The trawlers bumped in fog north of the Humber estuary as Hondo made for Grimsby and Ross Juno was outward bound. Both vessels sustained damage in the bow regions above the waterline and, although repairs are well in hand, neither trawler is expected to resume fishing much before September.

Skipper Waddington and Skipper Colbert are appealing against the sentences.

# Herring moves angers EEC

BRITAIN is again on a collision course with the EEC — this time over Minister John Silkin's decision to curb herring fishing in the Irish Sea later this year. And the Irish are also angry at this action.

On Monday, the Commission made it clear that it would not accept these measures which discriminated against other EEC fishermen. The Commission implied that it might take Britain to the European Court.

A direct conflict is now emerging between Mr. Silkin and EEC Fisheries Commissioner Finn Gundelach. This follows Mr. Gundelach's assertion that Britain had not taken the necessary steps to consult Britain's EEC partners before announcing unilateral herring curbs.

The Commission seems to have accepted that urgent measures are needed to conserve herring, but feels that the way Britain has acted gives an unfair advantage to her own fishermen.

Irish fishermen and the Council, the other Member States would not agree to take action.

The opening date of the oyster season in the Southern Sea Fisheries District is November 1 and not during October, as stated in Fishing News, August 4.

# NO BOAT IS TOO SMALL FOR GRENAA ROPE REELS



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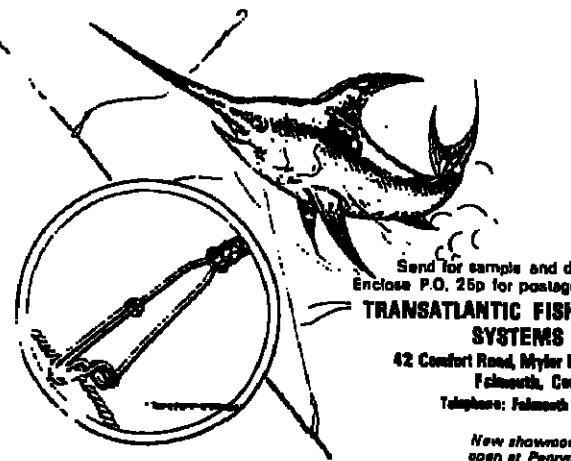
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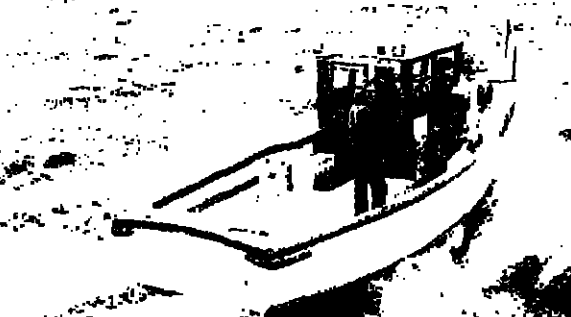
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# 'FN' FISH TRADING GUIDE

a regular feature

## going out

BRITISH exports of fish products were easier in June and lower than the peak figure reached in May. According to the latest official statistics, fish exports were valued at £10.5m. compared to nearly £12m. in the previous month.

The main reason for the fall is a drop in deliveries to the EEC and the rest of Western Europe. They accounted for £7.5m. of the total and, for the first six months of the year, their value was over £43m.

There has been a further increase in sales to the Middle East and deliveries went up by nearly £200,000 to £559,000 in June.

Frozen fish deliveries were down and amounted to £2.7m., but fish fillets showed an encouraging rise. Other products were steady, but there was a drop in sales of lobsters, oysters and crabs (see Tables 1, 2 and 3).

TABLE 1 — TOTAL FISH AND FISH PREPARATIONS (BY REGIONS)

	June 1978	May 1978	June 1977
EEC countries	6,831	6,925	38,285
Other Western Europe	724	1,001	5,109
North America	722	977	3,780
Other developed countries*	831	712	4,598
Latin America	53	32	321
Middle East/North Africa	559	332	2,191
Other developing countries	708	1,582	8,369
Communist countries	109	430	4,936
Total	10,537	11,991	67,589

\*Australia, New Zealand, South Africa and Japan

TABLE 2 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY VALUE

	June 1978	May 1978	June 1977
EEC countries	£000	£000	£000
Other Western Europe	724	1,001	5,109
North America	722	977	3,780
Other developed countries*	831	712	4,598
Latin America	53	32	321
Middle East/North Africa	559	332	2,191
Other developing countries	708	1,582	8,369
Communist countries	109	430	4,936
Total	10,537	11,991	67,589

\*Australia, New Zealand, South Africa and Japan

TABLE 3 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY WEIGHT

	June 1978	May 1978	June 1977
EEC countries	tons	tons	tons
Other Western Europe	724	1,001	5,109
North America	722	977	3,780
Other developed countries*	831	712	4,598
Latin America	53	32	321
Middle East/North Africa	559	332	2,191
Other developing countries	708	1,582	8,369
Communist countries	109	430	4,936
Total	10,537	11,991	67,589

\*Australia, New Zealand, South Africa and Japan

## coming in

FISH product imports were also lower and their value fell to £21m. in June. This represented a drop of 16 per cent compared to the previous month. The gap between exports and imports narrowed and the deficit amounted to £11m. in June compared to £13m. in the previous month.

There was a sharp fall in deliveries from some of the Western European countries and their value declined from £8.7m. to £6.8m.

Imports of fish fillets were down as were deliveries of fresh and chilled fish. In contrast, a continued increase in imports of crustaceans was reported and their value reached £2.8m., a rise of 47 per cent compared to the previous month (see Tables 4, 5 and 6).

TABLE 4 — TOTAL FISH AND FISH PREPARATIONS (BY REGIONS)

	June 1978	May 1978	June 1977
EEC countries	6,655	6,815	39,538
Other Western Europe	6,800	8,748	42,627
North America	2,750	3,341	23,023
Other developed countries*	1,997	2,108	7,988
Latin America	116	380	1,651
Middle East/North Africa	310	215	1,261
Other developing countries	2,060	1,884	9,608
Communist countries	341	1,436	2,861
Total	21,029	24,886	125,968

\*Australia, New Zealand, South Africa and Japan

TABLE 5 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY VALUE

	June 1978	May 1978	June 1977
EEC countries	£000	£000	£000
Other Western Europe	6,831	6,925	38,285
North America	724	1,001	5,109
Other developed countries*	831	712	4,598
Latin America	53	32	321
Middle East/North Africa	559	332	2,191
Other developing countries	708	1,582	8,369
Communist countries	109	430	4,936
Total	10,537	11,991	67,589

\*Australia, New Zealand, South Africa and Japan

TABLE 6 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY WEIGHT

	June 1978	May 1978	June 1977
EEC countries	tons	tons	tons
Other Western Europe	724	1,001	5,109
North America	722	977	3,780
Other developed countries*	831	712	4,598
Latin America	53	32	321
Middle East/North Africa	559	332	2,191
Other developing countries	708	1,582	8,369
Communist countries	109	430	4,936
Total	10,537	11,991	67,589

\*Australia, New Zealand, South Africa and Japan

# Sea Law talks are on again... and again...

THE UNITED Nations Law of the Sea talks got underway for another four-week session on Monday, almost five years after the first meeting was called.

However, the many problems of the world sharing fish resources and other assets of the sea will not be solved at this session.

Two more meetings seem likely before the one for the final adoption of the Law of the Sea treaty in 1980. The grand finale is due to be held in Caracas, where the series of meetings first started in December 1973.

## LOBSTER 3,000 MILES FROM HOME

AN ODD-LOOKING lobster caught by fisherman Malcolm Wright in his pots off the Great Orme Head, North Wales, last May was a long way from home.

Bryn Brooks of Celtic Fisheries at Port Penrhyn Quay bought the lobster and passed it to the Ministry's Fisheries Laboratory at Burnham-on-Crouch.

Dr. Ray Ingle from the Natural History Museum, an expert on the identification of larger crustaceans, confirmed that the animal was an American lobster *Homarus americanus*.

The European lobster *Homarus gammarus* is very close relative; some people believe they are only different races and not different species.

The nearest fishery for the American lobster is some 3,000 miles away on the eastern seaboard of Canada and USA.

How did this lobster find its way into Welsh waters? The most likely explanation is that it escaped from a consignment of American lobsters imported from Canada.

Considerable quantities end up in Europe each year and are sometimes temporarily stored in Britain.

## Zulu masts take shape

BOATBUILDERS in Arbroath, Angus, are preparing two 48ft. long larch trees to become masts on a zulu-type fishing boat.

The boat is being built by Gerrard Brothers, Arbroath, for Roy Williamson, one of the Scottish television singing twosomes "The Corries".

Carpenters have been busy squaring and rounding off the trees.

Andrew Gerrard said: "Usually we use Oregon pine but these two masts are too long to be imported. They will be prepared by hand and rounded off."

"This is the kind of job one is not likely to see again in a Scottish boatbuilding yard."

The boat is now well on her way to completion and should be launched in a few weeks time. She will be named after Roy's daughter, Sheena.

# Ex-Marr ship lands top trip for Iceland

A FOREIGN vessel was once again Fleetwood's top ship last week. The 177ft. *Arsael Sigurdson* from Iceland landed 1,310 kits, including 30 of cod, 950 of haddock, 10 of whittings and 40 of coley, which sold for £40,794.

This was good news for Fleetwood's Deep Sea Fisheries, which acted as the vessel's agent, as it was the first time it has acted in this capacity at Fleetwood for an Icelandic vessel since the lifting of the landing ban at the port. It is hoped that the good grossing will result in Boston handling more Icelandic vessels in future.

*Arsael Sigurdson* is no stranger to the port. She was built for J. Marr and Son Ltd. in 1980 as *Lavinda*. She sailed from the port for several years under Skipper Fred Thompson before being sold to Richard Irvin of Aberdeen and renamed *Ben Arthur*. Irvin later sold her to Iceland.

There was only one other landing by a foreign ship during the week. The French stern trawler *D. Chatte* had 507 kits (including 80 of cod, 150 of haddock, 120 of whittings, 30 of coley and 50 of ling), which sold for £13,162.

On the same day there was a good grossing from the local stern trawler *Gavina*, commanded by Skipper Charlie Scott. The vessel worked Rockall during her 14-day trip and landed 739 kits — 60 of cod, 500 of haddock, 80 of coley and 20 of ling worth £19,446. The haddock catch included more than 120 of good quality medium.

The pair trawlers *Idena*

and *Norina* did well, commanded by Skipper Victor Dingle, landed 949 kits for a grossing of £28,813 and *Norina* (Sk. Alec Hay) made £23,587 from 752 kits. Cod and haddock were the main varieties of the team.

A second J. Marr pair team were less successful. *Fyldea* landed 669 kits, including 210 of cod, 140 of haddock, 180 of coley and 15 of ling, which earned £18,775 while *Jacin* landed 150 of cod, 190 of haddock, 160 of coley and 10 of ling — sold for £17,861.

There was a big shortage of nearwater fish as there was only one landing in the section.



## ASHBY GOES 'SOLO'

THE RECENT sale of the Grimsby pair trawler *Dawn Waters* to west coast interests for scalloping and fishing for queenfish has ended a pair trawling partnership.

The former Lowestoft-owned vessel had worked with *Ashby*, also once of Lowestoft.

*Dawn Waters* and *Ashby* were the only all-steel team working from the Humber port this year and the deal for *Dawn Waters* has meant that *Ashby*, presently without a suitable partner, has gone 'solo' as a single-boater.

Under the command of Skipper 'Snow' Gallagher, *Ashby* landed her first full trip since the partnership was dissolved at Grimsby last week. She made a promising start with £3,145 from 123 kits after a short trip.

*Ashby* works through the Tom Sleight (F.S.) Ltd. management agency.

## NORTH WALL CHIEF DIES

### OBITUARY

JOHN HOLT, the chairman and managing director of North Wall Fish Ltd. of Grimsby, died after a sudden illness in a Grimsby hospital on August 15. He was 45.

Mr. Holt joined North Wall Fisheries in 1974 from Associated Fisheries and Foods, where he had been sales and marketing director. He was largely responsible for the production and the development of the frozen foods side of the business under the Ocean Foods brand.

The firm now has a £7m. turnover and the frozen foods side of the business has been built up into a nationwide organisation supplying a wide range of retail and wholesale catering packs.

Mr. Holt joined the old Grimsby firm of H. Mudd & Son 24 years ago as a management trainee in the plant.

## STRIKE BALLOT STARTS

A NATIONWIDE trawler strike is on the cards.

A ballot is now being conducted at Aberdeen to back the Transport & General Workers' Union's fight for decausallisation in the fishing industry.

If, as expected, there is a decision to strike, other ports are almost sure to follow.

Talks are still going on at local level in other ports but any agreement on decausallisation will have to be between the Aberdeen Fishing Vessel Owners' Association, the British Fishing Federation and the Government.

The balloting at Aberdeen could take up to three weeks.

## Down again

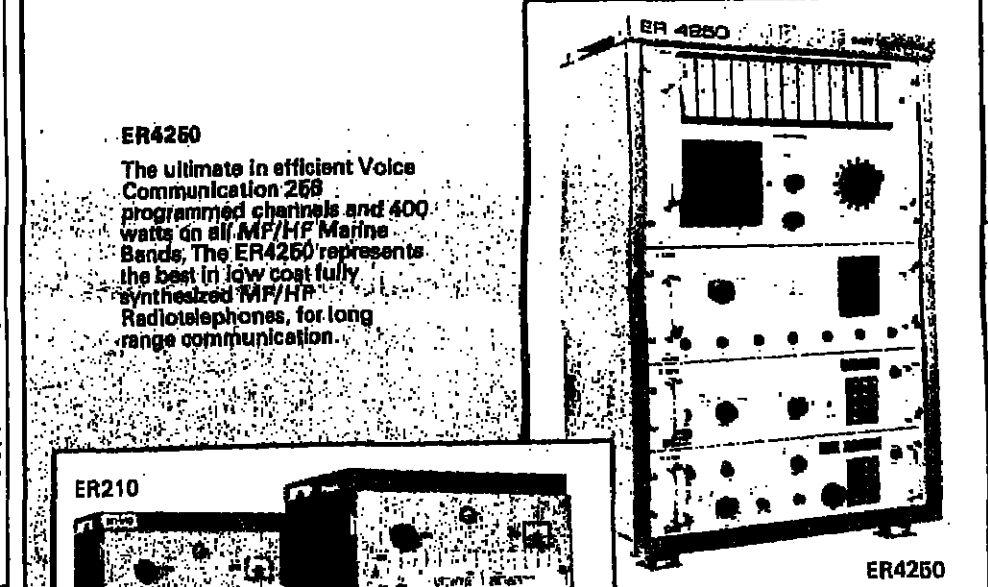
FISH landings at Scottish ports in July 1978 were down again at 33,000 tonnes, bringing the total in Scotland this year to 203,000 tonnes.

Approximately six per cent (11,200 tonnes) of the total catch were herring; eight per cent (15,800 tonnes) shellfish; and the balance white fish.

The corresponding figures for the first seven months of 1977 were: total landings of 226,000 tonnes; herring, 22,000 tonnes; shellfish, 15,800 tonnes; and the balance, white fish.

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## Materials for boat building

"I EXPECT to be returning to the UK from the West Indies shortly, and will take over a boat about 15 metres long built for fishing here — if I can get necessary permits — or, failing this, to work off the west coast of Scotland."

"It would help me to decide on a boat if you would let me know briefly the advantages and disadvantages of the various boatbuilding materials now available, and which is the best for the boat I have in mind."

You could have the boat built of wood, steel, aluminium, glass reinforced plastic or ferro-cement.

Advantages of a wooden boat are that you can reasonably be certain of what its working life is going to be if it is properly maintained; only elementary knowledge of woodworking tools is required to effect repairs to it and it is likely to be a more comfortable boat in which to live and work than a boat constructed with any other material.

Disadvantages are that it is likely to be comparatively expensive to build; is likely to cost more to maintain and that fire is more likely to cause the total loss of the boat.

A steel hull has the advantage of being strong in itself and does not require much internal structural support making its price comparatively low.

Strength is greater than comparable hulls built of other materials and it will better withstand day-to-day rough treatment in harbour. It is also immune to attack by marine borers.

Other advantages are that fixtures and fittings on a steel hull can be strongly attached and there is little risk of their being torn away by excessive strain.

The technique of welding enables alterations and / or additions to be made quickly and inexpensively. And steel tube can be welded into a steel hull to simplify the process of fitting a stern tube.

Principal disadvantage of a steel hull is its liability to corrode unless it is carefully maintained. Another is that you cannot repair it yourself if it suffers damage in a remote place and you do not carry welding equipment.

An aluminium hull is about half the weight of a steel hull of the same dimensions and less power and less fuel are needed to obtain the same speed. Given the same power as a steel boat of the same waterline length, an aluminium boat can be driven farther and faster to grounds and faster back to market for the same cost.

An aluminium hull will resist rough treatment. It is highly resistant to abrasion and corrosion, and is impenetrable by marine borers. Although it needs to be coated with anti-fouling, it does not need to be painted otherwise.

No doubt there are disadvantages about aluminium fishing boats. Their initial cost is comparatively high; some people think they are uncomfortable to live and work aboard. Otherwise there would be more of them in service.

The evidence indicates that

Harvest Gold was Scotland's first 50ft. GRP fishing boat. Fishing News slipped her and found the hull in excellent condition.

although aluminium is a desirable material for building high speed fishing boats it is not generally acceptable for inshore fishing boats.

Advantages of buying a GRP hull and having it completed and fitted out to your requirements is that you benefit from mass production in initial cost. You can also benefit from the fact that it has been designed by a leading naval architect and constructed to Lloyds' Rules and White Fish Authority requirements.

Disadvantages are that you have to take a standard or near-standard hull which may not suit your purpose exactly.

Advantages of buying a ferro-cement hull is that you can get one with precisely the lines you want; have it completed and fitted out to your requirements; and thereafter have to spend little on maintaining it from year to year.

However, since you may take it to the West Indies, I think either a GRP or ferro-cement boat would suit you best — a wooden one would need too much maintenance and a metal one would be too hot for comfort.

If you can find a glass fibre hull which would meet your requirements adequately, a boat based on it would probably be best; if you can't, a ferro-cement boat would be the answer.

## Sheringham wheelk pots

"CAN you tell me where I can buy Sheringham wheelk pots or tell me how they are made?"

The frame of this type of pot consists of a heavy 16 in. diameter base made of iron perforated with half-inch diameter holes. It has eight iron bars welded to the edges of it and bent to form a hemisphere above it. A ring of iron rod is welded to the tops of the bars to form an entrance.

One inch circumference rope made of tarred sisal or polythene is wound around the bars to make an enclosure and a rope stop is fitted to the entrance ring for lifting purposes.

Height of the pot is about 10 in. and its entrance is five or six in. diameter. Inside the latter is fitted a sleeve of netting three in. deep to prevent whelks escaping. Across the middle of the inside of the pot belt strings are fitted. Weight is about 40 lb.

However, although there are doubtless several makers of Sheringham wheelk pots in Norfolk, I have unfortunately never been able to locate one of them.

## Cutting out noise

"WE WANT to deaden the noise made by our twin Perkins diesels which are boxed in close to the accommodation."

"We think it would be best to line the compartment with an acoustic insulating material which is fireproof. Do you know of such a material and where it can be obtained?"

A suitable product for your purpose would be Coustlam F, a laminated insulating material which does not absorb oil and would not

kind of rot is properly described and what steps I can take to prevent it recurring in replacement and existing planks?"

This kind of rot is probably wet rot or soft rot.

Wet rot is caused by a fungus of one kind or another which thrives on wet wood. Such fungi reproduce themselves by means of minute spores which are carried by the wind and are more or less certain to make contact with damp timber wherever it may be. When a spore germinates, a fungus will establish itself in the wood and commence to destroy it.

Soft rot is caused by micro-fungi of a different kind. Wood attacked by them usually retains its shape and

## John Burgess' Log



therefore act like a wick if fire should break out in the engine compartment.

The material is comprised of three layers. The first is a one-inch-thick layer of flexible self-extinguishing polyurethane foam with excellent sound absorption characteristics.

The second is a thin, semi-rigid sheet of lead with high acoustic transmission loss performance; the third is a quarter-inch-thick layer of flexible self-extinguishing polyurethane foam which provides a means of flexibly mounting the laminate and so enhancing its noise reduction efficiency.

Since the lead sheet is semi-rigid, you can easily bend the laminate to fit round curved surfaces.

The material is obtainable from Profile Marine Ltd., The Triangle, Cobden Ridge, Bittern Park, Southampton.

## Combating plank rot

"I AM having trouble because of water getting into spaces between the framing of the companionway and hatchways in my boat and causing rot in adjacent planking."

"Can you tell me how this

Cuprinol before fitting them spores and rot-causing fungus from becoming established in it.

Green Cuprinol is based on copper naphthenate and is more extensively used than any other Cuprinol preservative for treating boat building timbers. If they are subsequently to be varnished or painted a light colour, however, clear Cuprinol, which is based on zinc naphthenate and zinc pentachlorophenolate, is usually preferred.

For applications like yours, clear WR which contains a combination of waxes and resins to reduce absorption of water into treated surfaces, would seem to be best of all.

Your local chandler probably stocks green Cuprinol, clear WR, is obtainable from Cuprinol Ltd., Adderwell, Frome, Somerset.

## Hydraulic systems

IN answer to a question about hydraulic propulsion systems in *Fishing News*, May 26, I said that equipment to operate such systems was obtainable in this country from Bolinders Ltd., 50 Kings Cross Road, London WC1 (Volvo hydrostatic propulsion unit) and Premier Precision Ltd., of Bracknell, Berkshire.

I have since learnt that, although Premier Precision was involved in the development of a hydraulic propulsion unit, the company no longer produces it and versions of it are now manufactured and marketed by E.W. Marine, Dale Road, Selly Oak, Birmingham.

The basic version is now known as the E.W. Marine hydromatic propulsion unit. It consists of a heavy duty variable output pump, a propulsion motor in a streamlined housing, a relief valve and three flexible hoses between pump and motor, plus an oil reservoir and filter.

It incorporates a propeller mounted on a shaft projecting from a propulsion motor designed to be fitted outside a boat's hull.

The unit can be operated by a diesel engine flexibly mounted anywhere in the boat. The variable output pump is coupled to it by a flexible drive and transmits oil at high pressure to the propulsion motor. Having transferred energy to it, the oil is returned at a lower pressure to the pump inlet for re-circulation.

Single and twin propulsion motors can be fitted in a variety of ways to suit both deep and shallow draught vessels.

A transom drive unit can be used with a portable Lister ST3M air-cooled diesel fitted in a carrying frame for powering small craft. And propulsion motors can be mounted in bow or stern cross tubes for use as thrusters.

The term dry rot, incidentally, is used because wood attacked by *Merulius lacrymans* often becomes dry and brittle in its final stages even though it was damp at the commencement of attack.

As good a way of any of preventing rot occurring in replacement planks would be to source them well in green cuprinol before fitting them and, when you have done so, to seal spaces between framing and planking with an elastic seam filling composition.

After this if any water enters the spaces and the wood becomes damp, the

## Net catches 'all species'

"ABOUT two years ago you wrote about a New Zealander who had designed a trawl which he thought would catch anything. You said that he had offered to supply the design to anyone who applied to him for it. If you still have his address, would you please let me have it?"

I should also be grateful for any information about fishing in New Zealand."

The designer of the trawl, known as the balloon trawl, was Gordon Nicholson, Timaru, South Island. I have an idea that he is no longer fishing out of Timaru but a letter addressed to him there would doubtless be forwarded.

For the latest and best information about fishing in New Zealand, I suggest you apply to The Information Officer, New Zealand House, Haymarket, London SW1. It is a copy of a publication called *The Fishing Industry in N.Z.*

Even if the first edition of this booklet has not been dated to take into account recent changes (since limits were extended to 200 miles you will glean much useful information from it).

It contains a map of North and South Islands showing the principal fishing ports and the extent of the continental shelf around them. It gives details of principal methods employed, registration of fishing vessels, and legislation affecting the industry.

Two more maps show where principal commercial species are to be caught around the North and South Islands, and a table indicates what percentage of aggregate total landings.

The book also contains analyses of wet fish and crayfish landings; details of total and crayfish exports; information about harvesting oysters, mussels and toheroas; reviews of product and fish processing activities; and descriptions of research work being undertaken.

A score of well captioned photographs give you an overall picture of the industry; and 30 more show principal species of fish captured in NZ waters.

Each captioned picture is accompanied by a brief description of the fish and its size limits and whether it is a catch quantity limit.

IN MY boat I have a Gardner 1.5 engine which is salt water cooled. The waterways in the engine are almost blocked.

I have tried cleaning the heads in a caustic solution without success. Do you know of any other way of clearing the hard salt out of the waterways?"

De-scaling fluids, formulated for use in cooling systems, are available. If you are, you are advised to use one recommended by the engine manufacturer in your case. Gardner Engines (Sales) Ltd., 100 Hall Engine Works, Patricroft, Manchester.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.



A FORK-LIFT truck showed scant respect for a 'No Parking' sign across the front of the Fish Products wholesale shop in Wharfedale Road, on Grimsby Docks, last week when it ended-up parked against the counter after partly demolishing the frontage.

Luckily no one was hurt despite the extensive damage to the premises and FP was able to carry on business as usual.

An assistant said: "After barging-in like that, he never even bought a fish cake!"

## SILKIN ON PATROL

FISHERIES MINISTER John Silkin was making a one-day flying visit to the fishing grounds in a RAF Nimrod on Wednesday.

During his flight the Minister was due to talk to skippers over the radio and take a look at foreign fishing effort inside the 200-mile limit.

With another meeting of EEC Fisheries Ministers in Brussels on September 25 and 26, Mr. Silkin was no doubt getting some first-hand information on the importance of British waters to the EEC fishing fleet during his flight.

WHEN salmon dealers in Billingsgate are asked to quote a price for their fish, they often come up with an amazing range. The top end of that range is easy to explain. The smokers still like to buy the biggest fish which provide the most fat and flesh compared with the unusable proportion of heads and tails and guts and bones. But these fish, 15lb and upwards, are in short supply; much fewer, it is generally agreed than in days gone by. So, in a free market, the asking price is high.

Retailers prefer somewhat smaller fish, as do the caterers, where a outlet of reasonable thickness can be cut without its weight and consequent cost frightening the customer away. Fortunately these fish are in greater supply and, therefore, command a lower price.

But why should there be an even lower price quoted — often only 50 per cent of the top? The answer is in damage. No smoker nor fishmonger of repute will willingly buy a damaged fish whose skin is gashed, bespattered with dark congealed blood with an unknown quantity of inner bruising.

Any fishmonger who does buy such a fish can only do so for outlets and must calculate how much will be lost when the damage, internally and externally, have been discarded. So he must fix his bid with this in mind and he is helped by the knowledge that the demand for this class of fish is limited.

Why should such an expensive fish as the salmon be treated in such a manner that damage occurs? In a small number of cases the fisherman is to blame. An ill-directed "prist" misses the head and inflates bruising right through the prime middle cut or, even more reprehensibly, there are still fishermen who gaff fish through their bodies leaving deep penetrating wounds. This causes more damage internally than can be guessed at from a cursory external examination.

The major culprit, however, is the seal. That oddly, woolly, nursery toy with its big moist eyes that mutely appeals to every reader of the *Daily Mirror*, can grow into a bull seal 8ft in length with a girth of up to 5ft. All this growth is fuelled by fish.

Such a monster recently, in his eagerness to pursue the easy prey in the fisherman's net, was hauled ashore where his stomach was found to contain 20lb of salmon! And that was, of course, only the undigested part of the day's catch.

While many salmon are taken away by seals from the nets, many more are damaged by sidelong swipes of the seal's powerful jaws and escape that death to be marvellously despatched by the fisherman. It is these fish which, with heads half bitten off, or sides gashed with the characteristic horseshoe wounds, that find their way to the lower end of the market's price scale.

There is one thought that may console the salmon trader as they contemplate this massive waste of food. Nature has a way of maintaining her balance and, while the do-gooders prevent the seals' only predator, Man, from reducing the teeming colonies which have developed close to many of our salmon rivers, she may take a hand.

All cases of animal over-population are followed by rampant fatal disease. Perhaps when this comes the *Daily Mirror* will cover its front page with pictures of skeletal bodies, whose open sores keep those appealing eyes moist with pus.

# Fleetwood ice plant under threat

FLEETWOOD may lose its ice plant because of falling demand from a reduced local fleet. Anthony Long, manager of the Fyde Ice and Cold Storage Co., said the plant lost £31,000 last year.

He warned: "Unless something is done Fleetwood won't have an ice factory. This situation cannot continue *ad infinitum*."

The company's ice-making equipment was installed in the 1930s and there is an urgent need for more economical modern equipment. Fyde Ice has put in applications to the Ministry of Agriculture, Fisheries and Food and White Fish Authority for grants towards the new £300,000 plant required. So far it has not received a definite decision.

Mr. Long said: "Our present plant was built and

geared for a high tonnage output but, since local ships were banned from the Icelandic grounds, the demand for ice has been falling.

"Last year we produced just over 39,000 tons, which is lower than total ice sales for the year ending March 1972,

the first year we were in production. Without the cold storage side this company would have difficulty in continuing to trade. It's a desperate situation."

He said the ice plant had made losses during each of the past three years. In the

first three months of the present financial year production was 3,000 tons down on last year's rock bottom total — and a 20 per cent increase in prices in May would not be sufficient to get the account out of the red.

"There are now systems

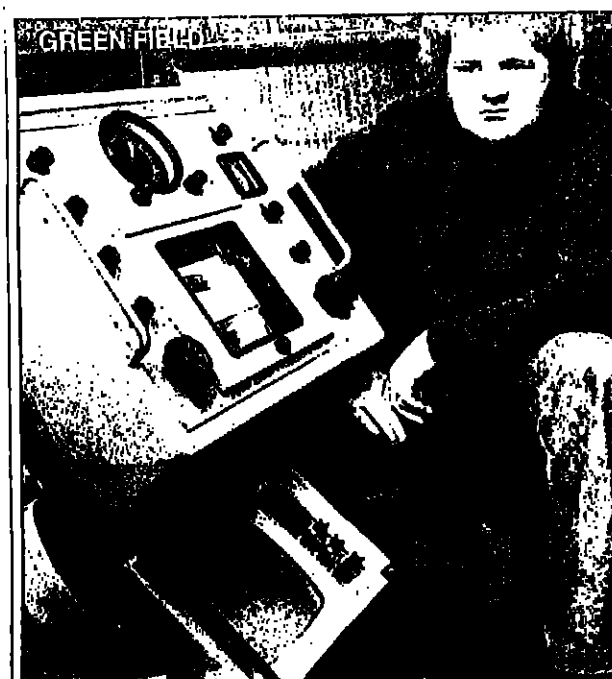
available which could be operated on a low tonnage. "The present position has been brought about by the failure of politicians to protect the national fleet. There is a very great urgency in our need to re-equip because the trawling fleet can no longer operate without the means of preserving fish at sea."

## FACTORY DELAY

THE Stornoway automatic line boat *Anni Elizabeth* had to cancel her planned landing this week at the new Breaslette fish drying factory.

The plant will not be able to accept fish for around two weeks and ice supplies will not be available for a further two weeks.

Simrad SQ4 and SL sonars together with the new CQ Sonar Scope offer: ■ Long range detection ■ Excellent definition of MACKEREL, HERRING, PILCHARDS and SPRATS.



It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Pesceco II'. The skippers of 'Green Field' and 'Sedulous' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steadier picture, making it easier to determine the size, shape and direction of the shoal. "A lovely picture" he said, "a big advance on existing scopes. It gives good returns at 2500 m., with mackerel at 1250." He also liked the master/slave facility and very short ranges provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m. by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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# 'KEEP OUR KRILL' TRIP TO ANTARCTICA

NORWAY is to 'wave the flag' in Antarctica later this year in a bid to protect her fishing potential in the area. The trip — to start in December — will be Norway's second to the area in two years.

She is one of the seven nations claiming territory on that continent but, because both the USA and the USSR have taken a reserved position, the question of national claims has yet to be decided and so there is still doubt on who owns what.

In recent years, the resources around the Antarctic area have attracted the world's attention. Whale catching has been regulated and there are stringent rules regarding seal catches. Other marine resources are to be discussed.

## EEC aid

THE EEC is giving aid to 138 fishing projects, including two at Hull and one at Aberdeen involving fish processors.

Fish plant and equipment aid is to go to a factory at Aberdeen, and cash towards a weigh/sorting system and processing machinery for two Hull firms.

## FAROESE BOATS FISH ON

AN ORDER under the Fishery Limits Act 1978 laid before Parliament permits vessels registered in the Faroe Islands to continue to fish in British waters.

They must work within the terms of the agreement reached between the Faroe Islands and the EEC on February 3, 1978.

The agreement, which sets out quotas and other arrangements governing fishing by vessels of each party in the other's waters, was approved by the Council of Ministers on July 24/25, 1978.

## Catch

At a concluding meeting in Australia later this year, it is hoped that concrete measures will be agreed to, including a total allowable catch of this valuable food source for the area.

The biggest problem is how to reconcile the original Antarctic Treaty with recent changes in a world of new 200-mile fishing zones.

The original Treaty permits no extension of the area held by countries with a claim in Antarctica. This is a viewpoint held by many countries with no territorial claims.

Meanwhile Norway's Fisheries Director, Knut

## Weather buoy

AN automatic weather-recording buoy has been anchored 27 miles west of Foula, Shetland. A number of buoys have been laid in this position before, but rough weather has cut them adrift.

Vartdal, has announced that when his present five-year term runs out on October 2, he will leave the government and return to the family business — operating and owning a factory trawler and purser at Vartdal, near Alesund.

## Surprise

The decision has aroused a great deal of surprise and speculation in Norway. Knut Vartdal was often the ad-

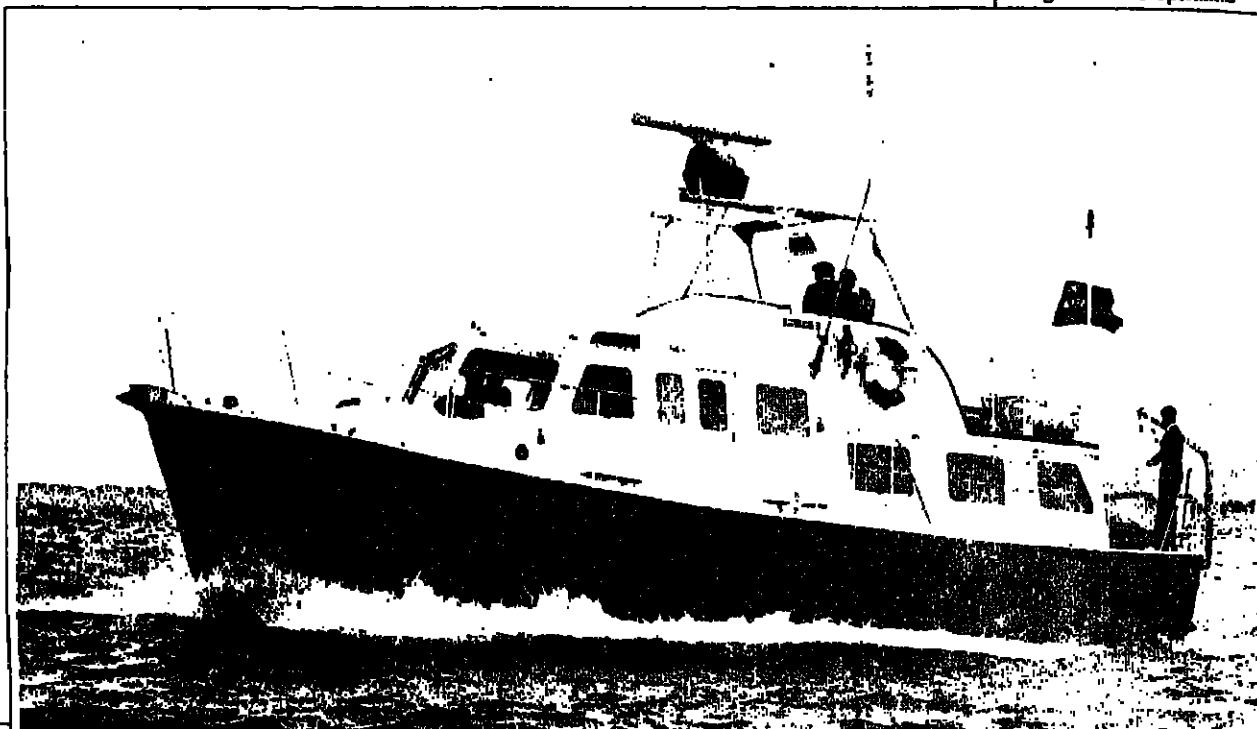
vocate of a tougher line in fisheries than pleased the Foreign Ministry.

With the Foreign Minister and the Law of the Sea Minister increasingly taking over important fisheries negotiations, the Norwegian fishery press sometimes wondered out loud who was Fisheries Director.

Mr. Vartdal would not comment on his decision, except to say that it was the outcome of an overall evaluation of his public and private interests.



Leaving — Norway's Fisheries Director, Knut Vartdal.



Fish finders, sonars and other aids can be used by trainees aboard this new boat.

# FLOATING TRAINER HAS PLUG-IN AIDS

TRAINING in fish finding, navigation and radio communication are all possible aboard a versatile new vessel developed as a joint project by Redifon Simulation Ltd. and Watercraft Ltd.

The basic boat is 45.6 ft. long and based on a sturdy GRP hull. She has space aboard to accommodate up to 12 trainees.

Equipment fitted has been arranged as closely as possible to simulate a larger vessel.

The trainer was introduced in London last week where it was explained that the boat design can be varied to take twin or single screw installations.

## Sounder

Equipment in the boat demonstrated included Decca RM 1218C radar with two slave displays, 'Sailor' radio telephones, Decca Navigator Mk 21, Simrad EN echo sounder and NL doppler log.

The boat is intended to

provide practical training and experience in seamanship, radar navigation and communications. But the concept is capable of much wider development.

Other navigational aids, such as Loran C, can be plugged in. So, too, can fish finding echo sounders and sonar to turn the boat into a fishing trainer, or a small research craft.

Depending on the configuration, up to 12 trainees can be given practical instructions at any one time by

rotating them through the facilities aboard.

So, the standard navigational craft which was the out shown, has student positions for helmsman, compass navigation (two bridge, chartroom) and communication.

This student complement can be monitored by a senior officer instructor in charge of the vessel, supported by two specialist instructors.

Redifon and Watercraft describe the aim of their project as a well-balanced training system. In addition to its blend of live and simulated environment, it provides a 'valuable transitional step from the basic instruction received in the conventional marine classroom to reality'.

## Another conversion

ANOTHER new turbocharged diesel, based on a Ford engine, is on the market (pictured right). The new version is from Dex Marine and Industrial Engines.

The 6/180 (six cylinders/180 bhp) brings the Dexpower range up to four: the 4/80 and 6/120, both naturally aspirated; the 6/150 and now the 6/180, both turbocharged, the latter incorporating an intercooler.

The oil and water cooling systems comprising header tank, heat exchanger, twin-element thermostat, and the patented Dexflow oil cooler, have all been designed and developed by Dex.

The firm is based at Grange Lane North, Scunthorpe, S. Humberside.



## Harbour dues meeting

THE FIGHT by fishing vessel owners to keep up with harbour dues at the ports of Grimsby, Fleetwood and Hull took a new turn last week when fishing representatives held a meeting to discuss their problems.

The meeting, held at the request of Fisheries Minister Sir Silkin, was under the chairmanship of White Fish Association member Mr. Charles Morgan. All three ports have now appealed to the Government for financial help.

## Mackerel men take flight...

HULL fishermen will be flying in to Cornwall to attack the mackerel stocks next season.

The commercial charter firm Lease Air / Eastern Airways has won a contract to operate flights on behalf of the Hull Fishing Vessel Owners' Association during next winter.

The flights will operate from the Hull area to Falmouth, West and, on occasion, to Falmouth. The service will allow fishing companies to move their employees at short notice wherever they are needed and give managers more effective control over long distance operation.

# Import tariff 'mess' holding us back

ONE EFFECT of 200-mile limits is to enhance the prospects for small boatmen and dim the horizons for the large freezer trawler. Future prospects within the EEC Community, and certainly within the United Kingdom, are for a continued and rapid expansion of in-shore and near water fishing within 200 miles of our coasts.

This suggests something about the future of fish marketing: for the selling of fish, at the primary stage, is inevitably becoming more primitive again, more unsophisticated.

An increasing proportion of the catch in the UK, and no doubt throughout the Community, will be taken by fishermen who will expect to be able to return to their own fishing villages and sell their fish over the quayside on arrival. They will expect the organisation of the primary marketing to be done for them, and there will be no shortage of offers.

The Community has, of course, put forward its own traditional framework for such a situation — the producers organisation. There are also plenty of very enterprising men, entrepreneurs, who will offer their services to take up the fisherman's fish at his chosen quayside, and either process it and market it themselves, or sell it on to some larger handler.

## Scope

It does not seem that there is any great scope for switching British consumer tastes away from white fish — cod, haddock, plaice, and to some extent, plaice — either to mackerel and blue whiting, or to hake, be it the South African or South American variety.

It seems that white fish, and particularly cod, will remain the foundation of the manufacturing freezers business, and there is no justification for the disbursement of large sums of Community money in order to attempt to popularise species such as mackerel or blue whiting.

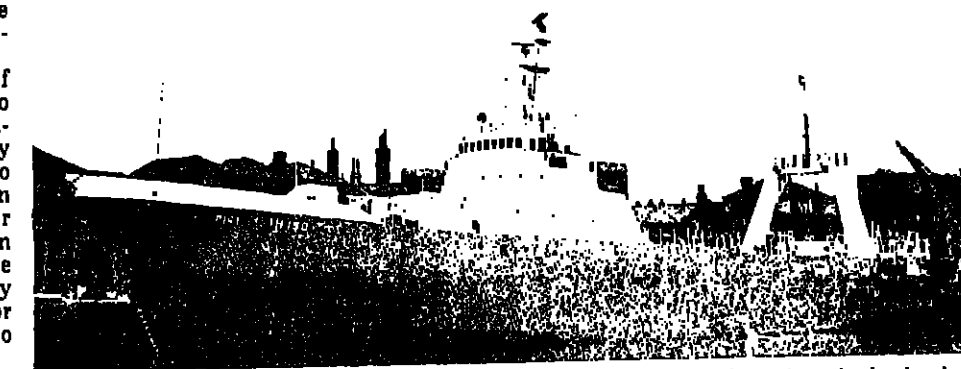
For if 200-mile limits have brought agony and disaster to many of the traditional ports of Britain, it has also brought the immense benefit of proper conservation to the cod and white fish stocks of the Northern Atlantic.

## Luxury

There is no need for cod to become an expensive luxury to the peoples of Britain and the Community merely because a handful of people in Norway, Iceland and Canada have taken possession of the stocks.

The regeneration of those stocks will provide a growing and secure supply, which must be exported by those countries for they cannot eat it all themselves. Providing the Community is willing to use its own countervailing powers in the form of appropriate duty structures, there is every reason to expect that the peoples of the Community can go on enjoying the species they have always liked, at a reasonable price, giving healthy business for the producers and processors, the catchers and the traders.

## ROBBIE BLAIR, Birds Eye's UK Fish Supplies Co-ordinator, puts the case for rationalising the EEC's fish tariffs so that fish marketing can move into the 1980s. This article was first published this month in 'Eurofish Report'.



Freezer trawlers like Piat have been hit badly by 200-mile limits. The industry is swinging back to inshore and near-water craft.

At present the duty structure of the Community is a mess. If you import whole cod fish from Norway the duty will be 15 per cent; if you import fresh fillets the duty is 18 per cent; but if you import the same material processed to a frozen form, the duty is only 3 per cent. However, the duty is only 3 per cent if you import a fully processed product with batter and crumb.

If you would seek to import whole fish from Iceland duty is 3.7 per cent; but if you care to import it over that quay a few hundred yards away in a processed frozen form, there is no duty. Canada faces a uniform 15 per cent whatever the state of the fish.

There can be no other effect from this structure but to drive the work away from the fishing and fish processing communities of Europe up to the factories of Northern Norway, Iceland, Newfoundland and Nova Scotia. Is that what Europe wants?

Surely it would be far more sensible in the new scheme of things, that the duty on species which are in short supply should be zero, in the raw whole state, with some marginal duty on the partially processed, frozen material — but with a substantial increase in the duty on the manufactured product with batter and crumb. This is the duty structure of the United States.

If one starts with the assumption that the people of Europe will not change their tastes radically just because the new law of the sea has altered the fishing pattern, and that their preferences may be easily satisfied if a rational import structure is allowed, then for the good of the large fishing communities it is essential to encourage fishing vessels of all nations to land the species in short supply, inside the community, free of duty. This would preserve the employment and the investment which has been built up over the last century in fish processing in these communities. We need a rational duty structure, and we need it quickly.

limits, shattering as it has been for the distant water catcher, is also profound in relation to marketing, trading and distribution. For there seems little doubt that if both Norway and Canada were allowed a free choice by the Community, they would take "the Icelandic option", that is to say they would keep all the fish for themselves and sell it to us in processed form. Why not?

## Royalty

There is, in fact, a very close parallel between what has happened in the oil business since the last war and what is now happening, and will tend to happen in the fish business.

When the seas and the deserts were open to anyone, people of enterprise and skill found the fish and the oil and brought it back to their own countries; in the case of oil,

paying a very small royalty, in the case of fish paying nothing.

As the oil countries found that they had a finite and diminishing resource in oil, and as they realised that the developed countries had become dependent upon oil for energy and for creating wealth, they seized control and bargained hard.

So, the countries which now for all practical purposes own the fish stocks, will increase their hold over it with wealth and give none of it away, but bargain with it for what they want.

At the very least Norway and Canada will seek to do what Iceland has already done. That is to say, having taken possession of the fishing grounds and the fish, they will seek increasingly to sell processed fish, such as the skinned and boned block and the IQF fillet, on an ever

increasing scale. Eventually retail branded products will be in competition with our own community producers, as Iceland has done very successfully in the United States.

The basic point to emphasize here is that there will be a rapid upsurge in the offerings from these countries to Europe of fish in various processed forms. Furthermore, the proportion of the North Sea and the EEC catch formerly taken by Third Countries such as Russia, Poland, and others in no position to offer reciprocal rights, will, as is already happening, become a trade-off and a trading item. Those stocks which Community vessels wish to fish will be allocated as quota to our own vessels regardless of whether a market exists within the Community.

Thus, as we already know, vast quantities of mackerel are now caught by British vessels and either transhipped to Russian mother ships at sea, or frozen and shipped to Japan, Nigeria and other countries in Africa.

## Distant

Species like Norway pout, horse mackerel, sandeels and blue whiting (for which as yet no market for human consumption has been established in Europe) will continue to be traded off with Norway, Russia and others sometimes in return for reciprocal fishing rights, so long as the distant water fishing fleets of Britain, France and Germany continue to exist; the rest will go to fish meal.

One can foresee a rapid growth of that much maligned personality, the middle man, the trader. The most important result of the extension of fishing limits to 200 miles is that the fish will no longer be carried direct to the consumer or consuming coun-

tries by the distant water ships of those countries.

It will be landed on the nearby quay, in many cases thousands of miles from the consumer, only to have to be purchased and shipped speedily into the mass markets of Europe and elsewhere.

In place of the large, super-efficient trawlers developed over the last 20 years — steaming over the seas from Bremerhaven, Lorient, Grimsby, Hull and Fleetwood, and perhaps La Coruna — we shall have the large, super-efficient juggernauts of the road, passing over the ferries of Europe to deliver fish to the centres for preparation and the markets for consumption.

If we in Europe choose our options wisely, we will recognise that fishing on the basis of large, long-distance ships, will henceforth be a much diminished section in European fisheries. Although every effort should be made to negotiate agreements for access to Norwegian, Russian, Icelandic and Canadian waters for as long as possible, these negotiations should proceed on the basis that both reciprocal fishing rights and tariff rights will be part of the bargain.

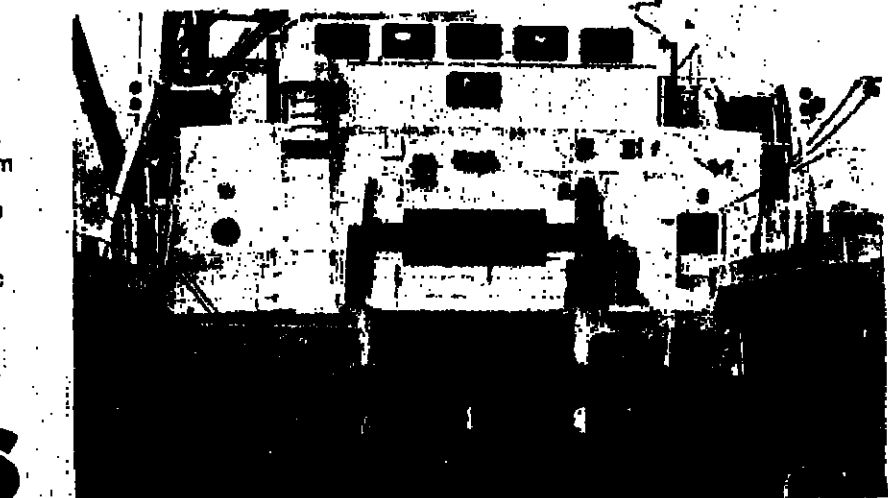
Furthermore, the starting point for our Commission negotiators must be the protection and, if possible, the enlargement of the Community's own marketing and distribution industry for fish and fish products.

This will best be achieved by a rational system of tariffs which ensures adequate supplies of raw material and, at the same time, prevents the takeover of one of our vital food industries by the Third Countries which have seized the fishing grounds.

The home industry, thus nurtured, will be the "best friend" of the "Community Turn to page 15

## Modern Reliable Deck Machinery TRAWL WINCHES AND NET DRUMS

It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.



**James Robertson & Sons (Fleetwood) Ltd.** Telephone 3414. Telex 67231. Dock Street, Fleetwood FY7 6JH, England.



# FLAGGING GRIMSBY 'LETS IN' FOREIGNERS

GRIMSBY'S trawler landings slumped to the catches of just ten vessels (and five of those were on one day) at Grimsby last week letting in a stream of foreign tonnage. These ships — mainly Danish and Belgian — had quality North Sea fish and helped maintain the weekly landings figure of around 30,000 kits again.

## Football trawler kicks-off

**TOP-EARNER** at Lowestoft last week was the Talleman trawler *Shannon* (O 186) produced the best grossing of the week with £20,088 from 569 kits of mixed fish, including some 396 of plaice, 19 of lemons and 16 of prime.

The Tuesday market was dominated by foreign vessels and, from 18 landings, ten were made by the Danes and Belgians.

For the first time in living memory there were no trawler landings by any Grimsby-owned trawlers on the Wednesday, yet the daily tally was still well in excess of 6,000 kits with continued heavy catches by the port's anchor-seiners, augmented by the foreigners.

The Hamling-acted Belgian beam trawler *Shannon* (O 186) produced the best grossing of the week with £20,088 from 569 kits of mixed fish, including some 396 of plaice, 19 of lemons and 16 of prime.

Second place went to Colne Group's side trawler *Huddersfield Town* (Sk. John Peck), making her first landing at Lowestoft since being purchased from Consolidated Fisheries at Grimsby.

Returning from a 12-day trip to the North Sea grounds on Thursday, the vessel grossed £14,287 from 445 kits.

Her best grossing this year was in March, when she returned to Grimsby after a 23-day trip to the White Sea with 1,930 kits worth £66,890.

Another Colne side trawler took third place — *St. Thomas* (Sk. J. Ketteringham). She landed on Friday with a 457-kit catch after 12 days to earn £14,150, followed by another Colne vessel, the stern trawler *St. Philip* with Skipper Terry Martin. She earned £13,410 from a 373 kits landing after returning on Wednesday from an 11-day trip.

Another Wednesday landing was by the small Boston Group stern trawler *Boston Sea Knight*, now under the command of J. Williams, which after 13 days brought in a 356-kit catch to make £12,410.

Small & Co's only vessel among the top six was *Suffolk Challenger* (Sk. D. Atkins), which on Monday put ashore 297 kits to earn £12,149 after a 12-day trip.

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Her best grossing this year was in March, when she returned to Grimsby after a 23-day trip to the White Sea with 1,930 kits worth £66,890.

Another Colne side trawler took third place — *St. Thomas* (Sk. J. Ketteringham). She landed on Friday with a 457-kit catch after 12 days to earn £14,150, followed by another Colne vessel, the stern trawler *St. Philip* with Skipper Terry Martin. She earned £13,410 from a 373 kits landing after returning on Wednesday from an 11-day trip.

Another Wednesday landing was by the small Boston Group stern trawler *Boston Sea Knight*, now under the command of J. Williams, which after 13 days brought in a 356-kit catch to make £12,410.

Small & Co's only vessel among the top six was *Suffolk Challenger* (Sk. D. Atkins), which on Monday put ashore 297 kits to earn £12,149 after a 12-day trip.

The Tuesday market was dominated by foreign vessels and, from 18 landings, ten were made by the Danes and Belgians.

For the first time in living memory there were no trawler landings by any Grimsby-owned trawlers on the Wednesday, yet the daily tally was still well in excess of 6,000 kits with continued heavy catches by the port's anchor-seiners, augmented by the foreigners.

The Hamling-acted Belgian beam trawler *Shannon* (O 186) produced the best grossing of the week with £20,088 from 569 kits of mixed fish, including some 396 of plaice, 19 of lemons and 16 of prime.

Second place went to Colne Group's side trawler *Huddersfield Town* (Sk. John Peck), making her first landing at Lowestoft since being purchased from Consolidated Fisheries at Grimsby.

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Above: The Belgian beam trawler *Shannon* (O 186) was Grimsby's top-earning vessel last week with £20,088 from 569 kits — mostly fine plaice.

*Cougar* (Skipper Sammy Taylor) lost 142 kits to meal out of 688 landed which dropped her earnings down to £13,140.

The North Sea fleets continued to prosper with big landings of cod and plaice. Highlight of the week in the pair trawling section was a combined £37,294 by the John R-acted team *Jean*

*Scott* (Skipper Phil Scott) and *Golden Venture* (Skipper 'Pete' Pultrey). They had 1,399 kits of codstuffs after just 12 days.

Danbrit's *Carl Borum* (Skipper Graham Riley) and *Jacqueline Borum* (Skipper Jan Borum) pressed them all the way on £33,772 from 1,217 in 10 days. Anchor-seiner honours

were very evenly spread out among the main agencies, with the top six vessels working through different offices.

Consol's *Guldberg* (Skipper Cliff Clasper), on £11,722, just managed to hold off a Friday grossing of £11,633 by *Charmor* (Skipper Otto Jensen), working through the United agency, to finish top of this section.

## Stop pursers!

SIR, I appeal to every fisherman in Britain now to make a united stand against the purse seine threat which leaves us no alternative but the dols queue.

It is very obvious that there is to be no mercy from them and, as I stated in Parliament a few years ago, a way of life is going to vanish through pure undiluted greed.

Let us not be fooled any longer by scientific facts regarding our remaining stocks. Past evidence shows that estimated X number of tons always err on the heavy side; we were told at a meeting in Aviemore possibly worse.

But, believe it or not, I am proud to be a fisherman and could think of no better way of

domestic effluent can be beneficial to crab and lobster fisheries as it can act as a nutrient both directly to the shellfish and via the other organisms in the food chain.

However, too much effluent smothers the water's ability to convert it into useful products and a lifeless polluted sea becomes an imminent possibility.

In an effort to avoid such disastrous situations, the British Sub-Aqua Club is pursuing biological research projects in many areas likely to be affected by new sewage schemes.

When it comes to any threat of marine life fisherman can be sure of the wholehearted support of the diving community.

Perhaps the most worrying aspect of water authorities' desire to discharge into the sea in their willingness to gam-

## LETTERS

that the amount caught this year should be double last year's total.

I also appeal on what I consider a vital issue: a deterrent. Let nobody be so naive as to consider gentlemen's agreements as anything but eyewash. What must come for the man who breaks the rules is licence forfeiture for a year.

Otherwise, why waste time and hot air on meetings? My strongest appeal of all is to consider the next generation of fisherman if there is to be one. I do not care what method of fishing you pursue, if you are not concerned for your son's future as a fisherman you have

no right to have a licence to fish.

If our policy is to be to wipe them up as cheaply and quickly as possible, God have mercy on us.

I visualise, on one hand, a handful of superpursers owning the stocks or a crowd of fools joining an already extended dols queue. But, believe me, the industry must unite fast.

I would also say that I have broken umpteen rules while fishing and do not pretend to be any better than anyone else, life for my son and everyone else who has sons than pursuing this trade.

SKIPPER D. PATIENCE  
(Vulcan PD138)  
Fairmead,  
Westend,  
Aroch,  
Rosa-shire.

## Divers back fight

ON BEHALF of the British Sub-Aqua Club I should like to add some comment to the article in *Fishing News*, August 4, 'Pools Bay in Danger'.

Divers of the British Sub-Aqua Club are just as concerned as Mrs. Stride that Pools Bay should not become another potential open sewer, like the ill-fated West Bay off Chesil Bank.

In both cases it appears that effluent will be discharged in such a way that it will enter a circulating water system which could become progressively more and more polluted.

No diver likes to think he is immersing himself in the stuff, just as fishermen are not too keen on their livelihood being fouled-up by the excrement of the towns.

To be fair, a degree of

domestic effluent can be beneficial to crab and lobster fisheries as it can act as a nutrient both directly to the shellfish and via the other organisms in the food chain.

However, too much effluent smothers the water's ability to convert it into useful products and a lifeless polluted sea becomes an imminent possibility.

In an effort to avoid such disastrous situations, the British Sub-Aqua Club is pursuing biological research projects in many areas likely to be affected by new sewage schemes.

When it comes to any threat of marine life fisherman can be sure of the wholehearted support of the diving community.

Perhaps the most worrying aspect of water authorities' desire to discharge into the sea in their willingness to gam-

ble on the probable effects of the effluent.

Water authorities also employ their own scientific experts to project the effects of effluent on the environment, but seldom do they ever discuss the effects of dangerous industrial compounds on marine life.

Who is to say that an outfall dealing with domestic effluent at the time of its construction will never in the future carry industrial waste?

If this happens then all the oozy predilections from the authorities about the zero impact of their effluent on marine life is so much waste paper and might as well be flushed down their new sewers during the opening ceremonies!

PAUL R. CRAGG, B.Sc., Ph.D.  
(Scientific Officer B.S.A.C.),  
(Senior Lecturer in Marine Biology, City of London Polytechnic).

## BATTERED FISH GETS BIG PUSH

FINDUS has recently launched the new product four battered fish steaks. This range has been made possible by the large production capacity of a net £1.5m. fish factory in Grimsby.

With the factory on stream and the new product in national distribution, the company is intent on building up the volume increase by its battered fish range during the first quarter of the year.

The company is expected to increase its retail sales of battered fish by 15 per cent with the new product, which comprises prime white fish fillets in a crisp batter. Recommended selling price is 49p for 7oz.

SKIPPER D. PATIENCE  
(Vulcan PD138)  
Fairmead,  
Westend,  
Aroch,  
Rosa-shire.

## FISH EXPO '78 BOSTON, USA

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# Western Isles wants own zones

IF THE Western Isles is to be developed as a major fishing centre the first aim of the islands council will be to press for the communities to take control of nearby fish resources.

This is stated in a policy document which came before the council's development services committee at Stornoway on Thursday last week.

It identified specific policies and actions needed to implement its previous decision to develop the area as a major fishing centre in an effort to reduce unemployment by concentrating on local resources.

The paper states that the first aim of the fishing policy must be to attack the paradox whereby the island communities continue to be among the least well off in Europe, at a time when Europe is obtaining increasing wealth from the seas adjacent to the Western Isles.

It adds that any economic strategy for the exploitation of resources must first recognise the justifiable claims of communities which depend on those resources to achieve a reasonable standard of living.

It recommends that the council takes the view that the EEC catching and processing capabilities, and the control over the exploitation of the resources, must be decentralised and that, within its own area, the council discriminates in favour of more remote communities.

This is because fishing and its related industries present one of the few opportunities for healthy economic development in the rural areas.

The report says that the potential for increased employment from fishing in the Western Isles appears to depend largely on the ability

of the Western Isles to regulate boats and co-ordinate all other aspects of such a diverse industry.

In addition, landing facilities would have to be improved, processing capacity increased, shellfish stocks managed and fish farming promoted.

It continues: "Existing bodies which have an interest in the fishing industry, are unable by definition to operate solely for the benefit of the Western Isles. The only body which is in a position to do this is the Islands Council."

Therefore, the council has

the initial responsibility for making the Western Isles a major fishing centre.

The report lists the following recommendations: That the council continues to support the UK's stand on a 50-mile exclusive zone; also presses for the decentralisation of control over fishing in areas adjacent to peripheral communities.

That they devise a common approach to EEC and UK fisheries strategies with other islands councils.

Within its own area discriminate in favour of more remote communities.

Employ a fisheries development officer;

Promote setting up of a Western Isles Fishermen's Association;

Seek to establish a sea fisheries committee of council members to define a fisheries district; pass byelaws for the control of the area;

Establish the council as a harbour authority;

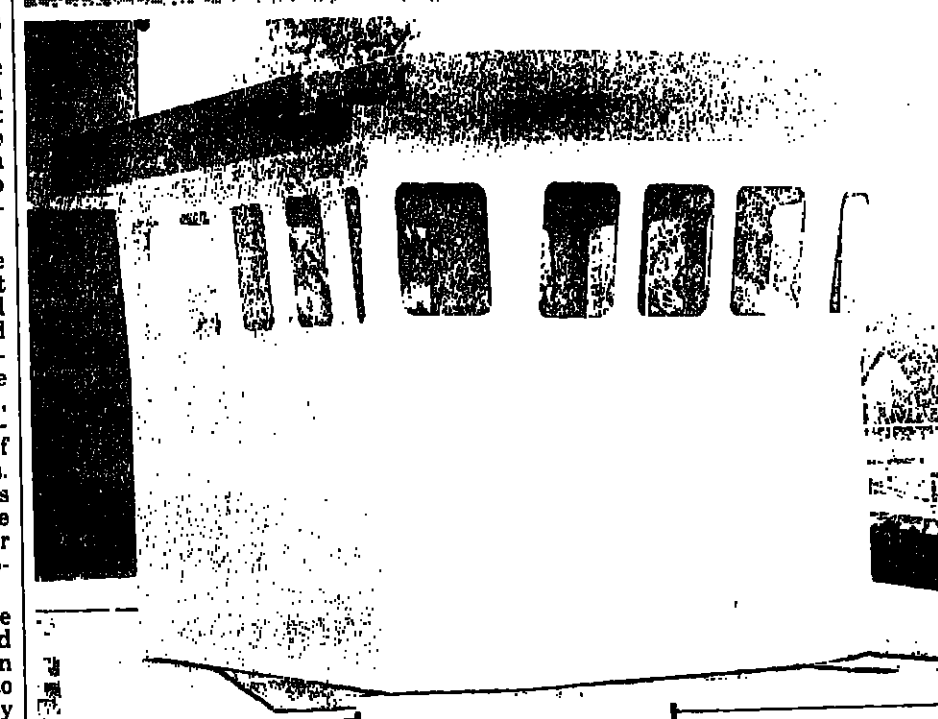
Draw up an investment plan for infrastructure, processing and research;

Plan investment for larger harbours;

Provide grant and loan facilities for local fishermen to increase catching capacity and investigate setting up a Western Isles fishing industry training board.

The Development Committee agreed to defer the matter for a month so that the Council's new policy group could consider the report and make recommendations.

## Core wheelhouses



## 'Red tide' alert off Ireland

THE IRISH Department of Fisheries has asked all fishermen to inform it of the presence of algae blooms which could indicate likely problems from "red tide."

For the past two years fishermen have reported incidents related to "red tide."

In 1976, lugworms were found dying on shores from Carnsore, County Wexford, to Youghal, County Cork, in June and a fish kill occurred at Youghal.

This was later found to be related to an unusual growth of a type of planktonic alga.

In July and August last year many reports were made of large areas of discoloured water inshore at Youghal, Ballycotton, Rothes Point, Kinsale, Lough Ine, Sherkin Island and Dunmanus Bay, and extensively offshore from Fastnet to Ballycotton.

The alga was the same one which causes tiny flashes in the sea on summer nights. Last year it grew unusually vigorously.

So far Irish coasts have not

VERSATILITY Workboats of Rye, Sussex, is now to put two balsa core glassfibre wheelhouses into production.

The first (pictured above) has been fitted to the balsa core boat the firm is showing jointly at the Southampton Boat Show with Rank Marine.

It is maintenance free and smooth inside and out as the balsa core allow frameless construction. Internal measurements are: 9ft. 2in. fore-aft, width 7ft. 3in. and height to canopy 8ft. 8.5in.

The wheelhouse does not need lining and the interior is coated with Scot Bader's Fireguard to give one hour's protection against fire. Versatility will be selling the wheelhouses with windows and a door out-out to customer requirements and, when a hatch is out in the sole, no extra reinforcing is required.

Price is £2,400. The other wheelhouse will be suitable for boats from 28ft. to 40ft. and will be 8ft. 6in. long and 6ft. wide.

will always be labour intensive and Europe cannot afford to ignore the job contribution which fishing and fish processing can make.

Within this re-invigorated infra-structure, in place of the large distant-water trawling firms in decline, we shall see the continued growth and development of trading and marketing — and distribution organisations, taking the fish from the fishermen and moving it to where someone wants it.

An industry whose contribution is thus recognised will grow in importance both as a wealth producer and as a job creator. Fish processing

fisherman" because it will provide a stable and healthy partner, able to take his own catch and find suitable markets, both within the Community and outside.

Fishermen would be asked to supply further information, such as where and when the discoloration occurred; the width, depth, smell, etc., and whether any sea creatures die.

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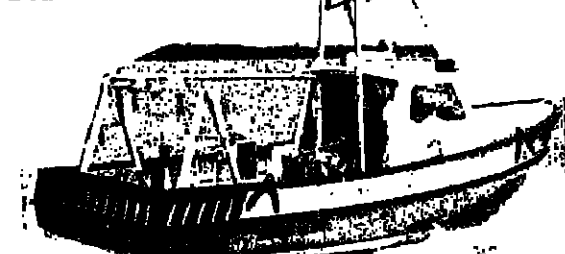
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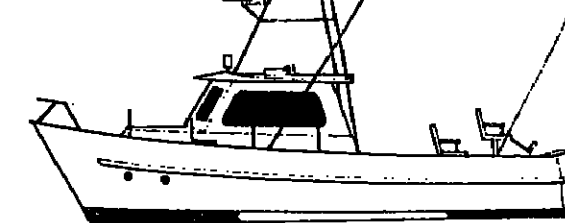
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Length 35ft  
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## AGENT FOR IVER CHRISTENSEN'S newly introduced Midwatertrawl

For faster towing speed the Midwatertrawls are now made with 128 inch mesh (1600mm half mesh) in the wings and first section of belly, or with rope wings and 128 inch mesh in first section of belly. The big mesh or the ropes will also help with the jelly-fish problem. The nets are fitted with stainless steel combination ropes for better opening and more stability, and are easy to handle through the power block. This net is presently being used by Danish and Swedish vessels in the Kattegat and Skagerrak waters with great success. The net can be made either for pair or single boat trawling and will also be ideal for mackerel and sprat fishing.

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# Official and Classified ADVERTISEMENTS

Continued from Page 17

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FAST fishing inboard Dory, new design, Port Isaac, Devon. Telephone: Port Isaac 523 day or even ing.

MFV stern trawler 38ft. x 11ft. 6in. x 4ft. 6in. Perkins 115hp 3:1 reduction, on hire Decca Mk. 21, boat's property radar, two radios, echo counter, trawl, otterboards, rigged for scalloping, boat in good condition, ready for use, £13,300, telephone Star Cross 410.

74ft. MFV wooden, 14ft. 6in. beam, 10ft. draft, main engine 370hp, auxiliary 24V & 110V, RT, VHF, echo counter, 24ft. otterboard, all fishing gear, ready for sea, DTT certificate £16,000. Telephone: 0713 11934.

"HIL-AL-KN", Cymru 32, 108hp Ford 500, forward wheelhouse, three berths, fish hold, hydraulic line hauler, two hydraulic cranes, nuclear engine, mizzen set, Decca MK21, Kuden meter, Marconi VHF on hire, several baskets of lines to be sold with boat, VFA grant and loan transferable, £13,500. Telephone: Redruth 214614.

"CRABBER 300", 13ft. 6in. x 4ft. 6in. built 1974 to VFA spec, inboard oak, all wheelhouse, Ford 500 108hp, hydraulic pot hauler, separate line hauler, near new radar, VHF, VHF, Seacat, echo counter, other equipment. Telephone: Selwyn 4541.

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12ft. 10in. 19in. 21in. 23in. 25in. 27in. 29in. 31in. 33in. 35in. 37in. 39in. 41in. 43in. 45in. 47in. 49in. 51in. 53in. 55in. 57in. 59in. 61in. 63in. 65in. 67in. 69in. 71in. 73in. 75in. 77in. 79in. 81in. 83in. 85in. 87in. 89in. 91in. 93in. 95in. 97in. 99in. 101in. 103in. 105in. 107in. 109in. 111in. 113in. 115in. 117in. 119in. 121in. 123in. 125in. 127in. 129in. 131in. 133in. 135in. 137in. 139in. 141in. 143in. 145in. 147in. 149in. 151in. 153in. 155in. 157in. 159in. 161in. 163in. 165in. 167in. 169in. 171in. 173in. 175in. 177in. 179in. 181in. 183in. 185in. 187in. 189in. 191in. 193in. 195in. 197in. 199in. 201in. 203in. 205in. 207in. 209in. 211in. 213in. 215in. 217in. 219in. 221in. 223in. 225in. 227in. 229in. 231in. 233in. 235in. 237in. 239in. 241in. 243in. 245in. 247in. 249in. 251in. 253in. 255in. 257in. 259in. 261in. 263in. 265in. 267in. 269in. 271in. 273in. 275in. 277in. 279in. 281in. 283in. 285in. 287in. 289in. 291in. 293in. 295in. 297in. 299in. 301in. 303in. 305in. 307in. 309in. 311in. 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